

“What Earthly Good is Space?” answered in Materials for Improved Fire Safety Conference

The Conference on Materials for Improved Fire Safety won't make major headlines—it's not the kind of “story” that grabs the attention of most people. But the developments which come from that meeting may be the kind that change the attitudes of a good many space program skeptics.

The purpose of the Conference was to demonstrate to industry not only that technology developed through NASA is available to the public, but that NASA is eager to help airlines, the transportation and housing industries, insurance companies, hospitals, government agencies, and anyone else who is interested, to apply this technology to their own needs. It demonstrated a willingness to bring NASA's developments from outer space directly to the consumer.

After all, some 10,000 people are burned to death each year in the United States, and property valued in excess of \$2 billion is destroyed by fire every year. You can imagine the interest of insurance firms, therefore, in some of the developments which were publicized.

“Space Age Converts”

Congressman Jerry L. Pettis, the keynote speaker, exhorted the Conference delegates to “*Become Space Age Converts! Become believers in the social benefits of space spin-offs! Become disciples of space research and development! Be evangelistic about helping NASA find more creative ways to apply the new technology.*”

If you get a good idea, let someone know who will take some action. If you do others will too and the space program will become our “Mutual Fund” of the future,

the most profitable investment that man has ever made.” From the response of the delegates, this seems to be exactly what could happen.

Immediate Responses

The area of greatest initial response appears to be the area of new materials. A Firefighters Association representative asked for help in developing a new Universal Firefighters Suit. One of the larger wallpaper manufacturers has already contacted the firms which can produce paper and fabrics which are as decorative as ordinary wallpaper, but non-flammable as well.

One of the major airlines has asked NASA to assist in re-designing the interior of their aircraft, both in the cabin and the passenger area. The Air Force Material Command has made the same request for help with re-designing the interiors of their T-39's.

In other areas, NASA has received a number of requests for help in developing test techniques to verify fire protection schemes. The department of Housing and Urban Development has asked, as a result of the Conference, for assistance in incorporating NASA's entire technology utilization data bank into their organization.

In short, the 2-day conference appears to have had significant effect already on a number of safety-conscious representatives of industry and government. As more delegates make their reports to their home offices, the benefits of NASA-developed techniques and technology in the area of fire safety are expected to spread even farther.



Standing Room Only

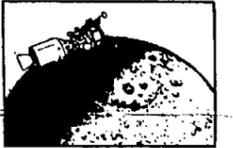
46,857 Bob Hope fans and supporters of the Ed White Memorial Youth Center came out to the Astrodome last Saturday night, some of them buying the Standing Room Only tickets which went on sale during the last few days before the show. Hope put on what was acclaimed a “fantastic” show,

with some 17 different entertainers. Hope is shown here with actor Gregory Peck. Joey Heatherton (photo left) made an unexpected appearance, replacing Raquel Welch. The trio shown in the top right-hand photo are Mrs. Pat White, Texas Congressman Olin Teague, and Houston Mayor Louie Welch.

ROUNDUP

NASA MANNED SPACECRAFT CENTER

HOUSTON, TEXAS



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Armstrong goes to Hq. in July

Astronaut Neil Armstrong was named Monday to head NASA's Aeronautics Program. He will take over as Deputy Associate Administrator for Aeronautics, Office of Advanced Research and Technology at NASA Headquarters, effective July 1, 1970.

He succeeds Charles W. Harper

who is joining Dr. Wernher von Braun in carrying out the agency's planning effort for future U. S. aeronautics and space missions.

Leaves Astronaut Roster

During the Press Conference which followed the announcement of his new post, Armstrong commented about his decision to accept the post. First, although the position is largely a managerial one and Armstrong will be off the roster of active astronauts, he stated that he will maintain his familiarity with flying a variety of aircraft types. He is looking forward, he said, to the opportunity to move back into the field of aeronautics and aeronautical research.

Both Armstrong and his family regret having to leave MSC and the Houston area. But, Armstrong said, “I foresee that aeronautical and space activities will become more and more closely related in years to come,” and “I will be continuing to work with the people here at Houston and throughout the Manned Spaceflight Program.”

In his new position, Armstrong will be responsible for the coordination and management of

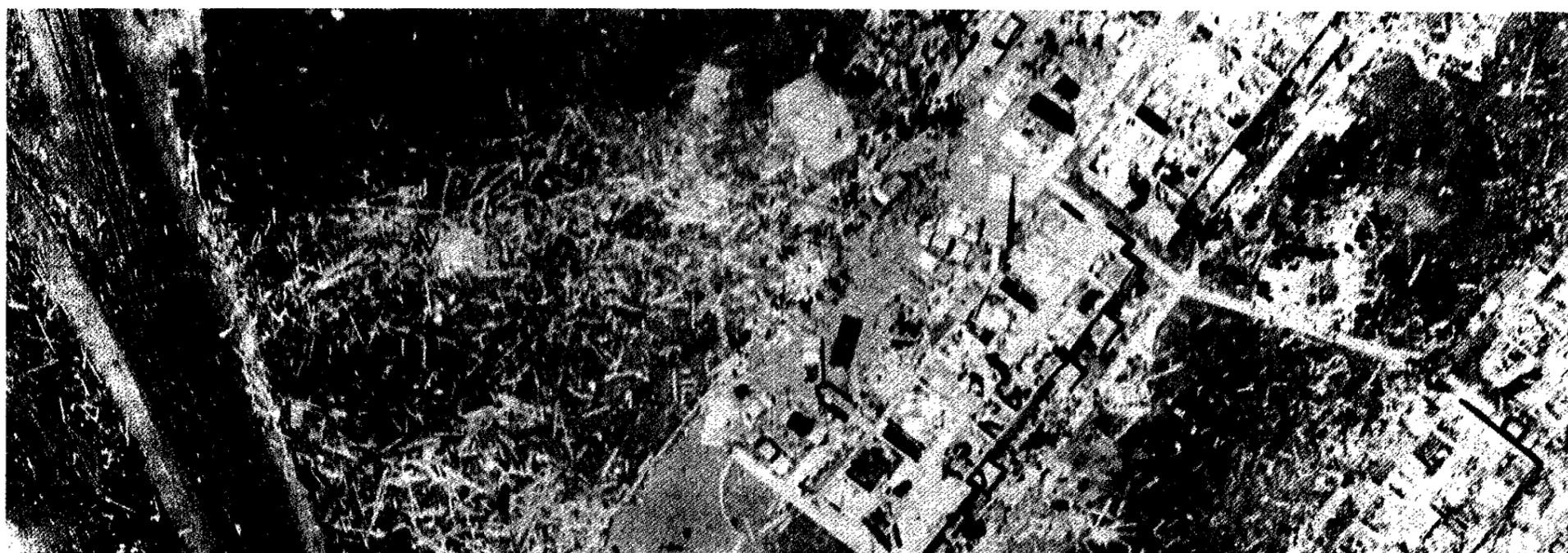
over-all NASA research and technology work related to aeronautics and cooperation and coordination between NASA, industry and other government agencies with respect to aeronautics. The program is directed towards all types of aircraft, both civilian and military in the areas of general aviation, vertical and short take-off and landing aircraft, subsonic aircraft, supersonic, hypersonic aircraft and other advanced aviation technologies.



Neil Armstrong



Industry and government representatives from the U.S. and abroad gathered at MSC for the May 6 and 7 Conference on Materials for Improved Fire Safety.



NASA photos capture tornado's spent fury

TORNADO DAMAGE in Lubbock, Texas, is clearly evident in this photograph, one of hundreds taken by one of MSC's Earth Resources Aircraft. This photograph, enlarged four times, was taken from 3,000 feet altitude, last Tuesday,

less than 24 hours after the destructive twister hit Lubbock. The photographs taken by the two NASA aircraft (the NP3A Lockheed and the high altitude RB57F) are being used by state and federal agencies in assessing overall damage.

The aircraft were flown by the U.S.A.F. and personnel of the Aircraft Project Office of the Science and Applications Directorate's Earth Orbital Missions Office and Earth Observations Division.

Service Awards for long-timers

Length-of-Service Awards for the second and third quarters of the fiscal year have been presented in recent weeks. Here is a list of the recipients of 20, 25, and 30-year awards.

30 Years

Clarence L. Bryant, Charles J. Coler, Roy L. Freeman, Charles Grant, Jr., Wilbur H. Gray, William F. Hein, George F. MacDougall, Neal O. Mann, Andrew R. Patnesky, William C. Scott, Marshall T. Wilkes.

25 Years

Christopher C. Kraft, Jr., Robert J. Bailey, Albert F. Bucknell,

Paige B. Burbank, Ignatius E. Campagna, Kenneth W. Christopher, Odell A. Crow, Robert H. Doster, Gordon B. Ferrall, Edison M. Fields, Annie M. Fitzgerald, Marion R. Franklin, Jr., Robert T. Gunderson, John J. Herrmann, Robert W. Horstmann, Bill L. Johnson, Leslie S. Johnson, Harmon A. Jones, Gareth H. Jordan, Joseph J. Kolnick, Howard C. Kyle, Earl T. Macy, Jr., May T. Meadows, Melvin B. McGinnis, Frances M. Morpew, Warren J. North, William K. Rehe, Emanuel Schnitzer, Joseph P. Siegfried, Frank E. Vaughan, Jr., James C.

35 Years



John C. French

John French actually completed his 35th year of government service back in November of 1967. Since NASA has only recently begun making 35-year awards, Mr. French received his award much later than he was in fact eligible for it. He has now completed over 37 years of government service.

Weaver, Troy L. Williams, Verl R. Wilmarth, Leo E. Wourms.

20 Years

Dearon J. Bailey, Marion Y. Bailey, Lucille J. Blanco, Donald D. Blume, Tom F. Brahm, Cloyd E. Brooks, Gilbert Garcia, Edgar R. Harlowe, Jr., Joseph D. Haulbrook, Harry L. Hawkins, Kenneth F. Hecht, Richard D. Howard, Jerome R. Johnson, Howard N. Hunter, Alfred Ligriani, Robert P. Linberger, John P. McBride, Jerrye O. McKown, William E. Miller, Robert H. Moore, Jr., Joyce C. Parker, Carlos E. Ramirez, Charles T. Ritchie, Cecil L. Roby, Henry A. Smith, Robert C. Stinson, Joseph H. Tilghman, Placido L. Valdivia, Jesse L. Wilder, Raymond E. Wilson, Jr., Woodrow W. Wilson.

THIRTY YEAR MEN



W. C. Scott



W. F. Hein



N. O. Mann



G. F. MacDougall



C. J. Coler



M. T. Wilkes



W. H. Gray



C. L. Bryant



C. M. Grant

Your Job in Focus

Standards of Conduct

It is your responsibility to become acquainted with the NASA regulations regarding standards of conduct. The "Standards of Conduct for NASA Employees" booklet (NHB 1900.1A), dated October 1967, contains NASA rules regarding acceptance of gifts, outside employment, financial interests and investments, and other standards relating to Government property, indebtedness, etc. It presents policies for the avoidance of apparent or actual conflicting financial interests in connection with Government positions.

Questions on interpretation of these regulations or requests for advice may be directed to R. Wieland, Legal Office, x4258, or Miss E. Sadler, Personnel Office, x6216.

Job Opportunities Outside NASA

Listings of vacant positions in other Federal agencies and in private industry are posted on the bulletin board outside room 241, Bldg. 2. Among the positions currently listed are:

Equipment Specialist—(GS-1670-11) Defense Atomic Support Agency, Sandia Base, Albuquerque, New Mexico.

Electronics Technician—Test equipment, Methodist Hospital, Houston.

Technologist—Baylor College of Medicine; prefer B.S. in Bacteriology with some animal care experience.

Information on any of the above positions may be obtained from the Personnel Division, x-2135.

Credit Union offers a bundle of 'extras'

Fiesta in Madrid

Reservations are still coming in for that glorious 9-day tour in Spain. Why not surprise the spouse with that second honeymoon you have been wanting to take and haven't! You're single? Take a friend. Let us help you arrange a savings plan or financing. Complete tour itinerary and reservation information available at your C.U. office.

Safety First

Put out that fire!!! Get your Kidde Kompact fire extinguisher at the Credit Union. These extinguishers would ordinarily retail for \$15. As a special service to our members, we have them at a low \$7.25. Get one for the car, truck, boat, camper, or whatever you have.

P.S.

Get your C.U. bumper sticker —be prepared!!!

ROUNDUP

NASA MANNED SPACECRAFT CENTER HOUSTON, TEXAS

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Editor Sally LaMere
Staff Photographer A. "Pat" Patnesky

New club wins at city-wide tourney

The newly-formed MSC Table Tennis Club is proud to announce that one of its members, Danny Feagin, won the First Place trophy in the Novice class of the city-wide Houston Open Table Tennis Championships. The Novice class had approximately 40 contestants. Danny came out #1!



Aero Club Vice President Howard Kyle and Secretary-Treasurer Bob Moncsko complete a preflight check of the Club's Cessna 150. Shown next to the 150 is the Cessna 172 which is then flanked by the P-model

Bonanza. The Fourth Club airplane, a K-model Bonanza, was on a trip to New Mexico.

Aero Club offers low-cost, reliable flying

by

John H. Boynton

Since its inception in 1966, the Aero Club has grown from 12 members and one aircraft, a Cessna 172, to 51 members and four planes. Membership has included astronauts, PhD's, women and teenagers from MSC and its contractors. Club aircraft have flown to points as diverse as the Bahamas, Yucatan, Maine, Los Angeles, and South Dakota.

Soon after its formation, the Club acquired a Cessna 150 for student training, and an Aeronca Champ for building time. (the Aeronca has since been sold.)

Bob Ward (ASPO) became Club President in 1967. He has been

instrumental in acquiring the first Club retractable, a K-model Beechcraft Bonanza, bought in 1967. Interest in the high-speed Bonanza was so great that another (P-model) was purchased in 1969.

Nearly all maintenance is performed by the Club mechanic, Doug Schoen. Club aircraft are quartered at Spaceland Airpark, between Kemah and League City.

In recent elections, Oliver Jones was elected President, with Howard Kyle, Vice President. The present membership includes 18 members in the retractables, 19 in

the 150 and 172, and 14 students. Meetings are called as required, and the club conducts periodic ground schools to instruct students in flying fundamentals.

The cost of joining the Club is a nominal \$50, with \$3 monthly dues. For pilots in the 150 and 172, monthly share costs are \$10, and for the K- and P- models, \$20 and \$30, respectively. A portion of these shares are refundable upon termination. Operating rates, including gas, are only \$8, \$10, \$17, and \$18 per hour for the 150, 172, K-model and P-model,

respectively. Well below commercial rates, these rates permit the Club to offer low-cost, reliable flying. The K-model has recently undergone an interior renovation, an overhaul, and a complete paint job, and the P-model is due for full instrument avionics.

Members use Club planes for both business and pleasure, and the growth rate of the Club is valid testimony for efficient Club operation. Unlike other clubs, no restrictions are imposed on instrument and night flying. The safety record has been remarkably clean

in four years, particularly in view of the high usage rates of all aircraft. The K-model, for example, has been flown over 1200 hours since purchase.

The Aero Club is always interested in signing up new members. To qualify for the retractables, a member must have 150 hours total time and either 20 hours in retractables or 5 hours in Bonanzas. Several club-affiliated instructors are available to new students. Interested persons may contact Howard Kyle, x2871, or Bob Moncsko, x2457.

Roundup Swap-Shop

(Deadline for Swap-Shop classified ad is Thursday of the week preceding Roundup publication date. (8 days before publication). Ads are limited to MSC civil service employees and assigned military personnel. Maximum length is 15 words, including name, office code and home telephone number. Send ads in writing to Roundup Editor, AP3.)

AUTOMOBILES

- 61 Corvair Monza, automatic, practically new tires and brakes, \$175, 946-6396, Reining.
- 68 VW station wagon, 20k miles, original owner, factory air, standard transmission, radio, \$1600, 471-4978.
- 175 Bridgestone 'cycle, 1966, low mileage, very good running condition, \$300, x4751, Dick, or 944-4800.
- 65 Ford Ranchero pickup, trade for boat and cash, or just cash; 6 cyl., std. shift, clean, no rust, 591-2807.
- 65 Olds 98, loaded, good rubber, very good condition, clean, must sell, \$1195, 591-2807.
- 63 Buick Skylark, 60k miles, a/c, radio, power steering, \$695, Hergert, 591-3716.
- 68 Pontiac Lemans, loaded, vinyl top, stereo, bucket seats, console, automatic, power, like new, \$2200, 643-7049.
- 66 Rambler station wagon, air, radio, power, good tires, \$650, 932-4084 after 6:30.
- 68 Volvo Standard 142S, dark blue, radio, heater, 483-2251
- 62 Chevy, 2-dr straight 6, good work car, \$250, 488-5755 or 483-3981.
- 64 Chevy 4-dr mpala, std. V8, automatic, radio, good tires, \$600, 941-0262.
- 65 Plymouth Baracuda, good condition, 3-speed, x6156, Palmer, or 932-3144.
- 66 Opel Kadett station wagon, air, low mileage, excellent condition, \$925, 471-0172, Sampsel.
- 63 Buick Electra convertible, power, air, all electric, excellent motor, tires, \$500, x6208, Hinkle, or 877-2942
- 65 Olds, Jetstar 88, 4-dr hdtp, air, excellent condition, now from coast, \$1095; x3901, Schutt.
- 63 Corvair Monza, 2-dr, new clutch, recent overhaul, good tires, \$385, x3838, Honsons, or 485-3886.
- 64 BelAir Chevy 2-dr V8, automatic, air, NADA: \$635, make offer, 966-2337, Underhill.

REAL ESTATE

- Lease: 3-2-2 Fairmont Park, brick, colonial, 2 yrs old, near school, private pool privileges available, \$185/mo, 1st and last mo. rent required, available July 1, x5226, Muhly, or GR1-3762.
- Hill-country homesite, 40-mile view, 10 acres or more, by owner, 877-1155.
- Sale or lease: spacious 2-1/2-2 townhouse, Nassau Bay, fireplace and patio, 626-0705

FOUND

- Black & White Cocker Spaniel female, found April 17 (day before Nixon came to NASA), x4660, Bryan.
- Small gray french poodle, found April 21 near NASA; 523-1460.

MISCELLANEOUS

- Tape recorder, Webcor, 10 yrs old, very good condition, hardly used, dual track, \$50, 591-3716, Hergert.
- Tanaka surfboard, 8'4", V-bottom, very good condition, \$75, 877-4922, Griffith.
- Nylon rug, dark avocado, sculptured, 11'x19', excellent condition, asking \$75, 877-3059.
- 2-speed Wollensak (3M) stereo tape recorder-player, \$75, x3541, Cason.
- Metal swimming pool with plastic liner, 12' diameter x 3' deep, \$6, x3076, St. Leger, or GR3-2004.
- 7-piece sofa bed set, western style, new \$270, now \$95, excellent condition; also Kodak slide projector w/carrying case, spare lamp; 150w, convection cooled, f3.5 Ektanon lens, excellent, \$15, 482-7041, Handley.
- 14 hp Sears outboard motor, like new, \$250, M13-7762, Hurdle, or WEB-1052.
- 16' plywood sailboat, centerboard with 5" knee, 2 sets sails (main + Genoa, trailer, needs work, \$250, x5246, Jeff or 483-1764.
- English ironstone dinnerware, wheat pattern, fluted edges, \$1.50 per place setting, x3051, Brenda.
- 67 Companion deluxe travel trailer, sleeps 6, thermostat controlled oven and heater, electric brakes, \$950, 482-3857.
- Electric cash register, Burroughs, excellent condition, \$200, x5451, Elder, or 946-9192.
- Lamar 13' outboard with motor, trailer, accessories, \$275, 944-2497, Westover
- Size 7 bridal gown, ivory peau de sois with Alenson lace, full train, originally \$235, now \$100, excellent, 877-3396.
- Portable stereo, fair condition, ideal for children and teenagers, \$20, 932-3301, Miller
- 1965 Knox mobile home, 10x55', 2 bdrm, 1 1/2 bath, furnished, air, \$2750, 925-2139 (Arcadia)
- Manual 35mm slide projector, 300w, \$15; also deluxe stroller, hardly used, \$20, 488-2962, Colton
- Dolphin Jr. sailboat, complete, red, excellent condition, \$350, 488-1874.
- Antique 1873 Springfield 45-70; 1893 Marlin 30-30; Remington 30-06 Pump with scope, \$100 each, 485-3025.
- 10 1/2' camper, self-contained, air, bath, many extras, \$1400; also Mk X 7mm Rem. mag., barreled action, new, \$70, x2131, Wood, or 482-3059.

- Very good Western saddle, 15" embossed brown leather, \$200 new, now \$55, 877-4198.
- CB radio, Johnson Messenger #3; 2 Mobil antennas, cable and 110v power supply, channels 4, 9, 11, 13, 6, \$85, x3111, Lillipop.
- 6 hp outboard motor, Sea King, used one season, excellent, \$148, 474-3358.
- Window air conditioner, in operating condition, x2871, Sheppard, or 932-6098.
- Air conditioning unit, Chrysler airtamp, 220v, 18,000 BTU, used 2 years, compressor in warranty, \$115, 946-6660.
- Cosco net playpen with pad, \$10; Peterson walker/jumper, \$2; assorted pieces Early American furniture, 534-2354.
- Mahogany table, 6 chairs, in verry good condition, \$75, 877-3376.
- Frigidaire, Cadillac air conditioner, all parts except evaporator, \$75, or separate components, x3838 Honsons, or 485-3886.
- Viking 433 tape deck, excellent condition, hardly used, 488-0624 after 5 p.m.

PETS

- Wire-haired Fox Terrier puppies, 6-wks old, AKC registered, \$50, M15-6043.
- AKC German Shepherd pups, 5 females, 4 males, whelped 5-2-70, excellent bloodlines, x5898, Engel, or 482-7830.
- Free: chocolate Labrador Retriever, 1 yr old, excellent with children, 925-2139 after 5:30.
- Free: kittens to a good home, 3 males, 1 female, x2981, Trent, or 932-6106.
- Free: beautiful, small, 1-yr old female Burmese, slightly psychopathic, 471-2745.

WANTED

- Used double-door refrigerator/freezer (slide-by-side) in good condition, x2081, Fischer
- Volvo MD-1 diesel, Kermath SeaPup, Palmer PW-27, Vire 6-hp or similar one-lung marine engine, 932-4472, White.
- Baby bed, 645-6267, St. John
- Girl's 26" bike, narrow tires, cheap, x5466, Richeson, or 482-1064.
- Ride from NASA Colonnades apartments to Building 2 (8:30-5 shift), now through August 28, will pay, x2041, Dampsey, or 932-5719 after 5:15.
- 4-bedroom house in NASA area, loan assumption preferred, 723-4417, Boykin.
- Used typewriter, x3286, Haines, or 941-2495.

KEEP AN EYE ON.....

COST

don't let it grow on you!

COST REDUCTION PROGRAM

DREAM



An old-time Maine lobstering boat is hardly what you'd expect to see out in Galveston Bay, much less in your own back yard. But it doesn't strike Terry White as unusual. Some ten years ago he saw pictures of the vessels used by lobstermen along the Maine coast during the 1890's and early 1900's. He was taken with the style of the boat, and decided that the lines of the Friendship sloop were among the most graceful, the craft itself the most trustworthy and versatile of all the medium-sized sailing vessels. Finally he decided that he'd try his hand at building one of these old-timers himself.

The Friendship-style has stood the test of time well. Boats built back at the turn of the century have been converted to yachts and are still sailing today. The basic style has been adapted to sizes

ranging from 22 to 45 feet in length.

The first problem Terry encountered (after convincing his wife of the wisdom of the venture, that is), was the problem of the full-scale construction drawings. The Massachusetts firm which handles the Friendship provides drawings which are only 1/12th scale. Terry had to transpose them into full-scale, 100% accurate drawings. Where do you find sheets of paper big enough to draw a hull 25' long, with a 26' mast, not to mention the spars, gaff and booms? Then, having found paper large enough, how do you complete the drawings accurately?

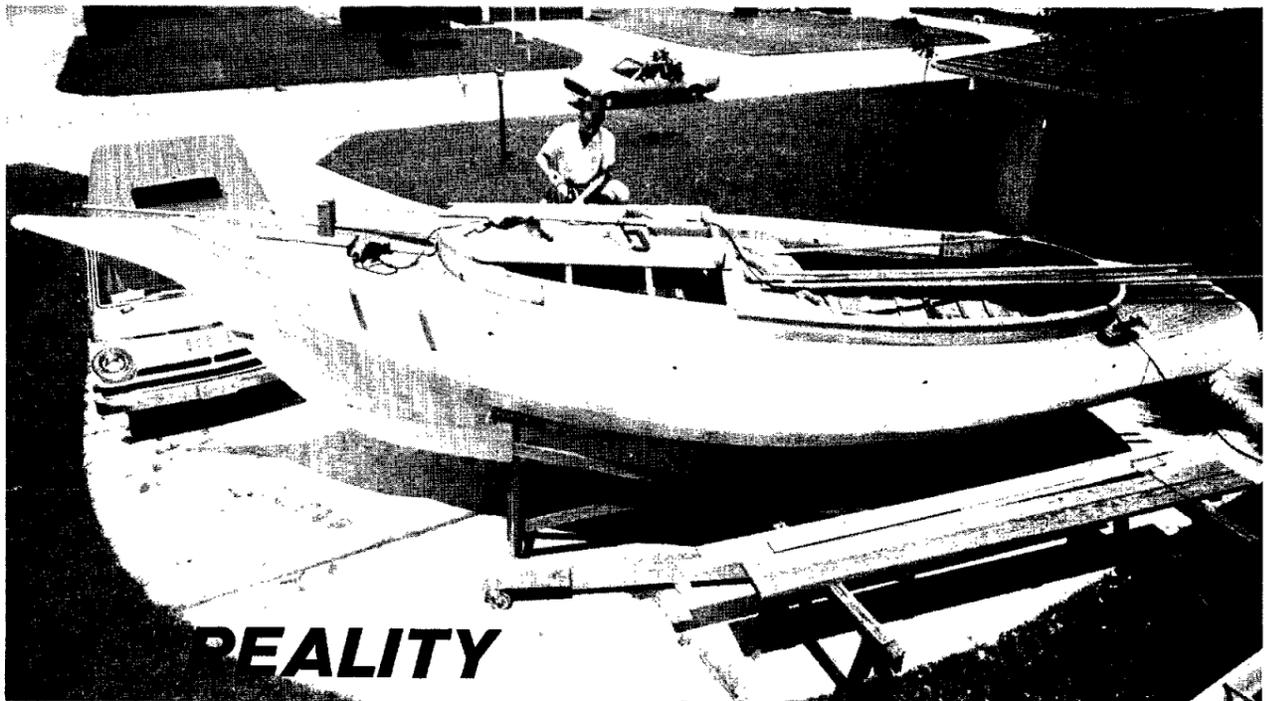
Terry solved the first question fairly easily: a 9'x36' roll of photographer's backdrop material provided a sufficiently large and sturdy piece of pattern material.

To solve the second problem, Terry had to adapt drafting techniques to accommodate the large scale of the finished drawings.

First Sawdust

Finally in June, 1967, he made the first sawdust. When he began the project he envisioned a two-year effort. Now, three years later, he has completed the hull, cabin exterior, and deck, has the sails, lines, and a few extras in storage, and figures it'll be another year or two before the "Amistad" is ready for her maiden voyage.

Along the way he's invested over \$2,000, and untold hours of meticulous, patience-testing labor. Constructing the forms for the hull, steaming the ribs and planking in a home-made steam box, caulking and weather-proofing the vessel, have all been done single-handedly.



REALITY

Materials a big problem

Terry's biggest headache has been finding materials. He wants the Amistad to have only the best. It has been a major task to find enough high-quality teak for the decks, long-leaf yellow pine for the keel, stem, and sternpost, and natural crooks for the boat's knees. He's come to the conclusion that he will have to settle for Douglas fir instead of the yellow pine, and he will probably have to laminate the knees (to beef-up the structural members at the mast) himself.

Right now he's trying to locate enough Sitka spruce for the masts. But it will be worth all the

trouble. No mass-produced fiberglass boats, he says, can come close to the old-fashioned gaff rig, the clipper stem with carved trailboards, and the raking oval transom which characterize the Friendship. He'll be well repaid for all the effort he has put into the Amistad the first time he takes her out for a lazy morning sail, with the smell of coffee and frying eggs wafting from the galley, mingled with the smell, sound and feel of good solid wood.

In the meantime, Terry White can be found daily in Building 1, where he works as a Public Information Specialist for the Public Affairs Office.

BY STRAIN



Letters continue to pour into the MSC from all over the country, expressing every imaginable sentiment, about the space program. The youngster who wrote the following letter has sent several letters before this one, all of them dealing with his ambition to be the first boy on the Moon.

I would like to have a conference on a Saturday or Sunday about 5:16 pm. If you would, the address is..... It could be a press conference if you want. If your not busy tell me when your coming but if you can't make it I will schedule you another day. I want to be the first boy on the

moon not only because nobody believes me, its because I like space.

thank you very much,

P.S. If I can send the 50¢ I will, if my mother lets me. Please call at 6:00 or after 7:00pm or 1800 or after 1900 hours.

When I grow up

Here's another letter. It was received recently by another government agency, but it seems appropriate for NASA, too. Hope you pilots aren't touchy!

I want to be a Navy Pilot when I grow up because it's fun and easy to do. Pilots don't need much school, they just have to learn numbers so they can read instruments. I guess they should be able to read maps so they can find their way if they are lost. Pilots should be brave so they won't be scared if it's foggy and they can't see of if a wing or motor falls off they sould stay calm so they'll know what to do. Pilots have to have good eyes so they can see through clouds and they can't be afraid of lightning or thunder because they are closer to them than we are. The salary pilots make is another thing I like. They make more money than they can spend. This is because most people think airplane flying is dangerous except pilots don't because they know how easy it is. There isn't much I don't like, except girls like pilots and all the stewardesses want to marry them so they always have to chase them away so they won't bother them. I hope I don't get airsick because if I do I couldn't be a pilot and would have to go to work.

A Fifth Grader

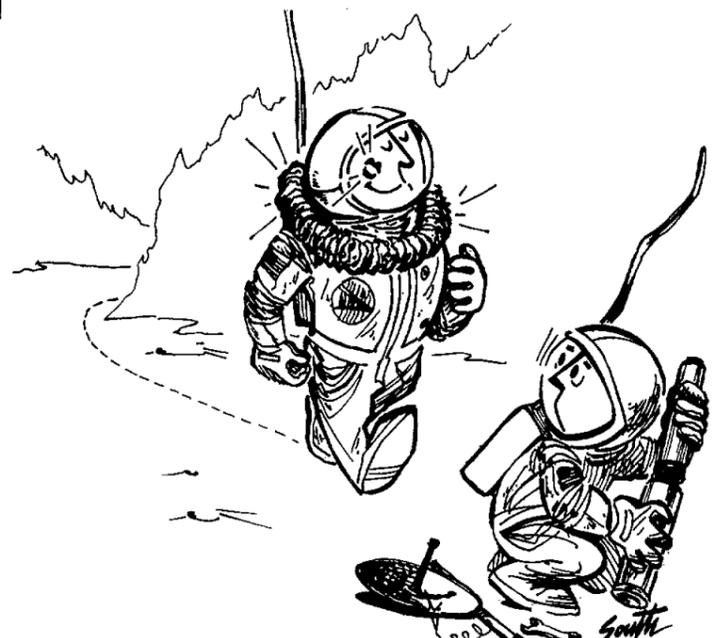
RASPO-Downey suggestors



In a recent Suggestion Awards Ceremony held at NASA-Downey, Mr. Glenn W. Briggs, Deputy Resident Manager (center), presented awards totaling \$1557. Recipients from left to right are: Ken Willett, Don Phillips, Harold Clayton, Henry Rice, Glenn W. Briggs, Art Torres, Hector Rodriguez, Owen Dobson, Ronald Rickel.

THE ASTRONUTS

courtesy of TRW's gordon a. south



"Who says there's no life on the Moon?"